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IRONTON, MISSOURI.

Good Roads Department.

(Contributions to this column are solicited.)

As To Good Roads.

WASHINGTON, D. C.,
August 18, 1912.

Mr. Eli D. Ake, Ironton, Mo.

Dear Sir and Friend: Some time
since I wrote you relative to the
action of the House in passing a
good roads bill. I informed you
that I had introduced a bill on
this subject and that I, together
with other members of Congress
who had introduced similar bills,
was called into conference at which
time we agreed upon and submit-
ted to the House signed recom-
mendations which were incorpor-
ated in the Post Office Appropria-
tion bill.

At that time I had hopes that it
would pass the Senate, but I am
sorry to inform you now that the
Senate has stricken out the House
good roads provision, and provided
for a commission to investigate the
matter. The Senate struck out
this provision while at the same
time they have materially increas-
ed all large appropriation bills on
other items of far less importance
to you.

I know that you and your read-
ers are intensely interested in the
matter of road improvements
throughout the country. I, there-
fore, write you this letter that you
may be advised as to the present
status. The bill will now go to
conference, and while I cannot
anticipate final action along this
line, yet I desire to assure you
that I shall in the future, as in the
past, use my best efforts to secure
proper and equitable legislation
on this subject.

With best wishes to you, I beg
to remain, Your friend,
W. L. HENSLEY.

Road Administration.

Good roads, well built and well
maintained in the most economical
manner, requires, first of all, the
right kind of organization. With-
out this machine by which to do
good work, road funds cannot
possibly be expended with a max-
imum result and minimum amount
of loss and waste. It requires good
laws and the proper administra-
tion of them.

For practical considerations we
may divide road administration
into two parts, namely, revenue
and its expenditure. Placing un-
der the term "revenue" that part
which has to deal only with meas-
ures for producing and collecting
the means for carrying on the
work, and under "expenditures"
that providing for the execution of
of the actual work.

REVENUE.

The roads being public institu-
tions, the source of revenue is the
public, and as a matter of equity
should be a public tax sufficient to
build and maintain. This tax is
applied in various ways in the

various nations and states and
usually in a part or all of three
ways, namely:

1. A tax upon the traveler or
vehicle, or both. This is the toll
road method, and as it disappears
in such form it reappears as a tax
upon the vehicle—the automobile
tax.

2. A capitation tax, more com-
monly called a poll tax.

3. A property tax, which is
either direct or indirect. The
property tax is the main source of
revenue for road purposes and is
obtained either as:

(a) A Local Tax.—This is in the
nature of a direct or special prop-
erty tax, local bonds or the use of
local prisoners. In Missouri the
principal source of road revenue
is a direct local tax and a poll tax.
Two or three counties have made
good use of county prisoners and
a few localities have bonded for
road purposes. A small percent-
age of the road work is done by
free donations from public-spirited
citizens, both in labor and in cash.

Road Bonds.—A logical way to
build roads is with bonds. A good
road is a form of public improve-
ment for the general good, which
should and must be paid for out of
public revenue. It costs money to
make good roads, which money
must be provided by some form of
taxation. A public bond is sim-
ply one form of taxation and noth-
ing else. It is a form of taxation
whereby the community may se-
cure the money, upon credit, com-
plete the work and then pay off
the debt gradually while enjoying
the improvement. The same
amount of money secured by a
bond issue, if collected over a pe-
riod of fifteen years as an annual
tax, provided the law permitted it,
and used upon the roads, would
not result in the good which will
accrue if the roads are made and
then paid for by annual install-
ments called bonds. We have
been trying to build roads grad-
ually for forty years and still have
little to show for it. The increas-
ed benefits accruing from good
roads over the fifteen years will
pay for the bond issue, and be-
sides you will have something for
your money. First build the roads
and then the present tax for roads
will maintain them, but you have
nothing to maintain unless first
built. We have been trying too
long to make roads without
money.

(b) National Aid, or Aid from
Government Revenue.—In Europe
nearly all countries give national
aid to road work. In the United
States road building was at one
time thought to be a function of
the government, and millions of
dollars were spent by the National
Government upon roads. Since the
civil war the national appropria-

tion for roads has been confined
to the District of Columbia, nation-
al cemeteries and parks, and in
very recent years to foreign pos-
sessions. The original idea for gov-
ernment expenditure upon roads
was the use of them for military
purposes, but in recent times it is
for their commercial and social
value. Strong appeals are now
being made upon Congress to ob-
tain national aid.

Our National Government as-
sisted the railroads with money
and large grants of land. Rail-
road transportation was necessary
for the development of the coun-
try. Congress appropriates mon-
ey for canals, rivers and harbors.
All of which is right—not one cent
of it is regretted, but would it not
be fair a proposition to directly
assist the people as well as private
corporations, and for those sec-
tions of the country receiving the
direct benefit, to assist in govern-
ment aid for the improvement of
those public roads which are
utilized for rural free delivery and
which are largely used for the up-
building of the great agricultural
regions.

In view of the fact that our Na-
tional Government has given aid
to the construction of railroads in a
sum not less than fourteen billions
of dollars, and that, in the distri-
bution of the mails over star and
rural routes, is now using 241,000
miles of country road, constructed
and maintained entirely by the
counties and communities through
which they run, and without one
cent of national aid, could the Na-
tional Government, in the exer-
cise of its power to aid in internal
improvements, expend money
more wisely or beneficially than
by an appropriation to be expend-
ed upon the roads of the several
states under such proper restric-
tions and conditions as may be
imposed?

If it is proper to spend millions
of dollars of the nation's money
on harbors which are used by re-
latively few, it is more proper and
justifiable to spend some of the
nation's money on public high-
ways which are used by every-
body.

From Rev. Strother.

PASADENA, CAL.

My Dear Friend Mr. Ake, and all
the folks that read The Register:

We are nicely located in the
above-named city; our Heavenly
Father has been so good to us.
We had a delightful trip out here,
stopping in St. Louis and visiting
relatives, and in Kansas City, a
few days with the family of C. E.
McConnell, the editor of The Herald
of Holiness. We were old friends
in Texas several years ago. Many
of the Des Are folks know Brother
McConnell, as he attended most
of our camp meetings. From
there we went to Morehead, Kan.,
spending two weeks with mother
and sisters and brother. Held a
short meeting in my brother-in-
law's chapel and had a good time
telling folks about Jesus. From
there we went to Guymon, Okla.,
out on the plains, where we have
a beautiful farm of 160 acres. It
is in a new country, but things
are coming to the front there as
new railroads are crossing the
plains and the country is rapidly
building up.

Leaving Guymon, we started
for the end of our journey, Pas-
adena, Cal., taking the Southern
Pacific route, changing cars at El
Paso, Tex., and seeing the soldiers
encamped. There was quite a lit-
tle excitement over the Mexican
trouble, but on we came, crossing
the deserts of New Mexico and
into Arizona, where desolation
seems to have had its homage,
yet we saw multitudes of people
making their way to Phoenix and
other health resorts. Cots and
tents were plentiful in the little
burge and suffering humanity of
every age and description was
seeking a climate to relieve their
ills, while thousands were seeking
pleasure and happiness and the
things of the world. How I really
wanted to get off and preach them
a sermon—where Jesus said in
Matthew 6:33, "Seek ye First the
Kingdom of God and His Right-
eousness."

Readers, the things of this world
will perish, but the Kingdom of
God, which is joy and peace in
the Holy Ghost, will abide forever.
It's natural and just for us to seek
health and to want to live, and
certainly our God has given us a
wide scope to choose from and

different climates have different
effects on the various diseases of
the body, so I suppose there is a
helpful place for most physical
ailments, but the same God has
provided an atonement or a rem-
edy for every sin-sick soul. The
poet sang "The Great Physician
Now is Here, O Hear the Voice of
Jesus;" and, readers, when a living
witness that Jesus can save a man
from sin and sinning and sanctify
him wholly—1st Thes. 5:23—and
give a man a peaceful life in this
world and all eternity to live
where all is peace and happiness—
no pain, no sickness, no death
scenes, no good-bye, no sin;
friends, I am headed that way.

We have had a hearty reception
from the good people here. Doc-
tor Ellison, the president of the
university, is an old friend of
ours. He was president of Texas
Holiness University for five years.
He had arranged for us and met
us at the train and then took us to
his home for dinner, where we
were provided with many good
things to eat. He has a great
school here and the reason why
we are here is to educate our
daughter in this university. We
have met quite a number of the
faculty; among them the music
teacher, a fine Christian lady and
a member of the Methodist church,
also Professor Adams has called
on us and he will be one of the
faculty again in 1912-1913; and at
the same time he is pastor of
one of the Southern Methodist
churches in Los Angeles, and he
is as straight as a gun barrel on
the lines of holiness or sanctifica-
tion as any man that ever lived,
and the Methodist people in this
county are very favorable towards
holiness as a second work of
grace. I am sure my many friends
will ask if Walter is still preach-
ing holiness. I will very gladly
answer yes.

SECOND LETTER.

The second Sunday we were
here was spent at Long Beach.
The noted Rev. Bud Robinson of
Texas was holding a meeting
there and on Saturday his wife
and two daughters and my wife
and daughter and I went over to
the meeting and, to my surprise,
it had been announced that I
should preach and if I ever enjoy-
ed preaching, it was there. God
especially blessed me in the mes-
sage and the holy fire spread over
the congregation—quite a number
kneelt at the altar and our Heav-
ly Father smiled upon some in a
blessed way; in fact, that prayed
through, just like He did in Mis-
souri, so Brother Robinson and
the people asked us back and we
spent another Saturday and Sun-
day in the meeting. It is just as
easy to preach here as in Missouri
and folks need Jesus very badly
and accept a message of love very
readily, so I see a great field of
usefulness for us here. We will
have all the evangelistic work we
can do and thousands of people
to preach to.

I earnestly desire every Chris-
tian to pray for us in our new
home that we may lead many
souls to Christ. You may say, isn't
it strange to see an article like
this and a request like this in a
county paper; but, friends, I spent
six years of my life in Iron County
in the Master's cause, and if there
is a place on earth I love it's Iron
County and her citizens. I say
this to the praise of Him who died
for me, and I am sure I will meet
some at the Judgment that have
washed their robes and made them
white in the Blood of the Lamb—
Rev. 7:14. I am glad that God showed
me the work to do in Missouri,
and do not regret the hardships
and work I did to establish a Hol-
iness School. From her walls some
have gone out to preach and others
are coming, and while I am not
connected with the School at present
I am interested and want to
see it prosper with every other
good work. I am sure I shall
never forget the many friends
we have in the work, and what a
great good it has already accom-
plished. My home was open to
all. We went at all times, night
or day, cold or hot, and prayed
with the sick and sat at the bed-
side of many dying friends, and
read helpful passages of scripture
and gave of our small income to
widows and orphans. But if I
had the opportunity to live it all
over I would try to do more good;
and as I push my pen there is a
prayer going up, "Oh Lord, touch
my eyes and let me see the foot-

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B. N. BROWN.

prints of Jesus! Touch my ears
and let me hear His sweet voice!
Touch my heart and help me to
love as Jesus did. Already calls
are coming for me to hold meet-
ings. This is no place for a lazy
man; a man of any profession can
find plenty to do. I am sure we
will be satisfied; so far it is great.
Will give the readers a slight dis-
cription of the country as I see it
and as it appeals to me, in my
future letters. I haven't found any
gold growing on trees. (I think a
man has to dig for it).

WM. R. EDGAR.

WM. R. EDGAR, JR.

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